

# Harlem of To-Day.

ILLUSTRATED.

Compliments of  
**THE BUSINESS MEN OF HARLEM.**

# MOUNT ° MORRIS ° BANK,

125th ST. AND PARK AVE., NEW YORK.



Capital, —  
— \$250,000

Surplus, —  
— \$300,000



JOS. M. DE VEAU,  
President.

F. W. LIVERMORE  
Cashier.



MOUNT MORRIS BANK SAFE DEPOSIT VAULTS.

Safes to Rent at \$5.00 and Upwards.

Furs, Silverware, Wearing Apparel, Paintings and Valuables  
Stored at Reasonable Rates.

Vaults Open from 8 A. M. to 5 P. M.

INSPECTION SOLICITED.

ADAM C. MARTIN, Superintendent.



**H. C. F. KOCH & CO.** —

IMPORTERS AND RETAILERS OF

**DRY GOODS,**

Carpet, Furniture, Housefurnishing Goods, Etc.

The largest house of its kind in New York (above 23rd Street). Covering  $3\frac{1}{2}$  acres of floor space.

————— **125th STREET, WEST.**

Bet. 7th and Lenox Avenue.

# The Royal Shoe Co.,

206 West 125th St.

West of 7th Avenue.

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The **L**eading **S**hoe **S**tore  
OF HARLEM.

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We carry the largest stock of



Ladies,' Misses,'  
Children's,  
Boys' and Youths'

## Footwear,

in all the latest styles. It will pay you to call.  
Special attention given to Custom Work.

# Dr. Henry Odell,

## ✻ DENTIST, ✻

Formerly of 126th St. and Third Ave.

Wishes to inform his many friends  
and patrons that he has removed to

**53 EAST 125TH STREET,**

Near Madison Avenue.

---

Fourteen years in Harlem gives  
a guarantee that all operations in  
Dentistry have been skillfully and  
successfully performed.

**CONSULTATION FREE.**

Teeth Inserted with or without Plates.

Crown and Bridge Work.

Painless Extraction.

Dentistry in all its Branches.

**DR. HENRY ODELL,**

Near Madison Avenue.

**53 East 125th Street.**

# HARLEM SAVINGS BANK,

ORGANIZED IN 1863.

Cor. Third Ave. and 124th St.,

~ OPEN DAILY ~

(Excepting Saturday)

From 10 A. M. to 3 P. M.,

ON SATURDAYS FROM 10 A. M. TO 12,

AND

Monday Evenings from 6 to 8.

Deutsch Gesprochen.

## OFFICERS.

CHAS. B. TOOKER, President, MICHAEL DUFF, 1st Vice-President,  
SILAS A. BRUSH, 2nd Vice President, L. HOMER HART, Seceretary.

## TRUSTEES.

Michael Duff, Silas A. Brush, W. E. Trotter, George Ebert,  
Granville F. Dailey, Richard Webber, August Gareiss, Thos Crawford,  
Joseph Spears, Israel A. Jones, P. M. Williams, A. B. McCanness,  
Henry Rudelman, Chas. B. Tooker.

## STATEMENT

OF THE

# Harlem Savings Bank,

July 1st 1893.

## ASSETS.

Bond and Mortgages on Real Estate, . . . . .	\$3,263,948.40
United States Bonds, . . . . .	141,310.00
State Bonds, . . . . .	35,100.00
Bonds of Cities of the State of New York, . . . . .	1,340,500.00
Bonds of Counties of the State of New York, . . . . .	257,700.00
Bonds of Towns of the State of New York, . . . . .	237,909.27
Bonds of Villages of the State of New York, . . . . .	416,893.00
Bonds of School Districts of the State of New York, . . . . .	76,785.00
Banking House, . . . . .	105,000.00
Deposited in Banks and Trust Companies on Interest, . . . . .	586,210.92
Cash on hand, . . . . .	46,847.41
Interest accrued on Investments, . . . . .	66,703.86

\$6,574,997.86

## LIABILITIES.

Amount Due Depositors, June 30th 1893, . . . . .	\$6,925,929.72
Interest Due Depositors, July 1st, 1893, . . . . .	98,661.52

\$6,124,591.24

Surplus, - \$450,316.62

# Harlem of —To=Day.

ILLUSTRATED.

•  
A GLIMPSE AT

... ITS ...

Past, Present and Future.

•  
— PROMINENT —

BUSINESS MEN, PUBLIC BUILDINGS,  
CHURCHES, CLUBS, PLACES  
OF AMUSEMENT, Etc.

•  
"The Garden Spot of the Metropolis."

DAVISON PUBLISHING CO.,

176 Broadway.

New York.



*The Largest Assortment*

—OF—

# Fine Footwear

—AT—

POPULAR PRICES

*S. LEICHTER'S STORES,*

2194 Third Avenue, between 119th and 120th Street.

2277 Third Avenue, next to Harlem Savings Bank.

Groft Brothers,  
CARPETS, FLOOR CLOTHS,  
WINDOW SHADES,

*125th Street and Madison Avenue.*



## ❁ HARLEM—PAST ❁

---

It was on the 4th of March, 1658, that the Director and Council of New Netherland promulgated an order for the laying out of a new village at the end of Manhattan Island, consisting of suitable building and farming lots, to be sold to the settlers at a fixed price. In order to encourage people to locate in the new village, each of the inhabitants thereof was to receive 18, 20 and 24 morgan of arable land with a portion of meadow, on payment of eight guilders for each morgan of tillable land. The settlers were also promised protection from calamities and expulsions by the aid of 12 to 15 soldiers whenever the Council were petitioned for such aid.

When the settlement had from twenty to twenty-five families it was to be accommodated "with a good, pious, orthodox minister," and no further settlements or villages were allowed to be established until the given number of families were completed. A good wagon road was to be laid from New Amsterdam to the new village, and the Council promised at a more convenient time to authorize a ferry and a suitable scow to carry cattle and horses.

The applications for land being sufficient in number for a beginning, ground was broken for the new settlement on August 14, 1658. The village was laid out

adjoining the Harlem River, taking for the principal street an old Indian trail touching the river about 125th street.

The infant settlement received its name from the famous old city of North Holland, it being called Nieuw Haerlem.

The settlers in the village were all well armed, while from ten to twelve soldiers from Fort Amsterdam quartered at the place, the Indians being a source of much anxiety to the families of the colonists.

In August, 1660, an *Interior Court of Justice* consisting of three commissioners was established to settle all differences arising in the village, while in the same year church services were held under the preaching of Rev. Michiel Zyperus, the meetings being held at various places. Three years after the settlement had been established, there were thirty adult male residents, most of them having families, their nationality being as follows: eleven French, four Waloon, seven Hollanders, four Danes, three Swedes and three Germans.

In June, 1663, news reached the village of the massacre by the Indians at Esopus, in which some of the relatives of the Harlem people had been killed. The village was alarmed and made immediate preparation for defense by enclosing the whole settlement in a stockade, while the residents, including the soldiers, or forty in all, formed themselves into military companies. A treaty was concluded with the Indians in 1664 without any harm having been done to the village.

After a few months of fancied security an English fleet suddenly appeared in the harbor, and the fort was surrendered September 8, the English taking pos-

session of the city and at once changing its name to New York. This change of rulers led many of the Harlem people to leave the place, but others soon came in.

In re-constructing the new Government under English rule, Governor Nicholls in a proclamation dated June 12, 1665, declared "that the inhabitants of New York, New Harlem, with all other of His Majesty's subjects upon this island, are as one body politic and corporate under the government of a Mayor, Alderman and Sheriff."

In the early part of 1666 the first effort toward a church edifice was made, this being erected on Church Lane. In the following year Governor Nicholls granted a patent to the people of Harlem defining the limits of the town, and further stating that "the said town shall no longer be called New Harlem, but shall be known and called by the name of Lancaster." This change of name was odious to the people and was never adopted.

In 1669 the ferry which had been previously established and running presumably to Westchester from New Harlem, was changed to run to Spuyten Duyvel, this being considered a more "convenient passage to and from the island and the Main."

On August 10, 1673, the Dutch recaptured New York, giving it the name of New Orange, and re-establishing Dutch rule which seemed to give general satisfaction and led to a series of public thanksgivings. Later, rumors of English expeditions for the recapture of the city created a panic in Harlem and influenced many inhabitants to leave, but this soon subsided. A little over a year later, on November 10, 1674, the

fort was yielded up to the English, and the city again given its previous name of New York.

A town house was added to the growing settlement in 1680, the settlers giving either their time or material for its construction. The building of a bridge to Spuyten Duyvel was considered this same year but nothing came of it. In 1683 Col. Thos. Dungan arrived in New York with his appointment as governor, and summoned the freeholders of the boweries or farms, and Harlem to choose four representatives. In the same year the Board of Aldermen by resolution divided the Out Ward consisting of "Harlem and all other plantations and settlements on the Island, from the north side of the Fresh Water," into the Bowery and Harlem Divisions, and commissioners were chosen for each.

As the lands adjoining the village were gradually taken up, the forests felled and fields of corn planted, the wolves which had infested the woods were led to make encroachments on the neighboring barns. The losses of stock from this scourge at last assumed such proportions that license was given under date of August, 1685, by Gov. Nicholls to hunt and destroy the animals.

In 1686 the small wooden church was replaced by a more pretentious one built of stone, it being erected on a new site, and having a spire. It was a small square structure such as can be seen in almost any rural town.

In 1688 the value of the real estate in the several wards in the city of New York was as follows:

Out Ward, Harlem Division	-	-	-	-	£1,723
" " Bowery	"	-	-	-	4,140

North Ward	-	-	-	-	-	-	-	£7 625
West Ward	-	-	-	-	-	-	-	9,600
East Ward	-	-	-	-	-	-	-	9,648
Dock Ward	-	-	-	-	-	-	-	16,241
South Ward	-	-	-	-	-	-	-	29,254

Passing over a few years we come down to 1691, at which date a new allotment of the unappropriated lands was made in Harlem. Four commissioners being chosen, it was resolved "that the land lying in the common woods, shall be laid out and surveyed into lots, or parcels, whereof each inhabitant of this town shall draw a part as his property, every one according to his estate or proportion," and it was further "resolved that the parcel of land lying at the end of the lots named Jochem Pieters, shall be laid out, from the end of the old lots to the hill, and so again to the Clove of the Kill, behind the high hill in the hills; on condition that a good and sufficient Kings or high-way shall be left around the fencing of the same."

It was also resolved to lay out a parcel of land at Spuyten Duyvel on the other side of the swamp, as much as would be found sufficient for a village, a King's high-way to be preserved as in the former allotment.

It was some years before the deeds for the pieces of land granted under this allotment were drawn up, but this was finally ordered on March 21, 1701. These parcels of land as far as we have been able to learn were situated some on Manhattanville Heights, and others taking in the property from what is now 133rd to about 165th street from the North River toward the East.

In 1708 an act was passed by the General Assembly for a further division of Harlem Lands, under this act

they being divided into four sections, from each of which every freeholder so entitled drew a lot. The first division embraced all the common lands on and near Harlem Plains; the second division consisted of lands lying between 162nd and 190th street.

Harlem at this period had grown considerably as a settlement, the town constantly stretching out and taking in the out-laying lands, not for building purposes, but to hold as woodland. The lands, at first given out in large tracts, were afterward divided up by the owners into smaller parcels, many of these being sold to the new settlers as they took up their residence at the upper end of the island.

The growth of the place was not rapid, but little by little the farm houses stretched out until a considerable territory was under cultivation, and the woods which had been previously inhabited only by roving animals, was now a thriving village, with fields of corn waving in the summer breezes, and cattle upon every hill. They were a contented lot of people, and while they had their little differences to settle, as do all mankind, their greatest care was for the harvest yield. They were a little community by themselves, being separated from others by waters on the North, East and West, while the City of New York on the South was distant some five miles or more by wagon road, near enough for the carrying of farm truck, and yet far enough to leave the villagers of New Harlem to feel that they at that time had little in common.

News from the larger town down at the lower end of the island would of course at times reach Harlem. But the simple country folk cared little for the doings of others, their world being that which could be seen from the front door of their humble home.

Thus very briefly we have endeavored to give a little insight into the inception of the locality now known as Harlem, we being indebted for these facts to "Riker's History of Harlem," a work covering in an exhaustive manner, the past history of that locality.

\* \* \* \* \*

Having taken a hurried glance of primitive Harlem, let us now come down to more recent years, and see what the lapse of time has been doing for that locality.

Up to within about fifteen years ago Harlem was only connected with the lower part of the city by street car lines, at that time there being a long stretch of unoccupied land on the West side, from about 50th street to above 100th, this being used as farm land, although at that time the avenues had been graded for the use of the various railroads.

On the East side the growth of the city had pretty well closed up the gap, but it remained for later years to see the Western side of the park laid out in streets and populated.

Harlem at this period could offer no inducements for city residents, the ride in the horse cars being a long one, and in the winter months, attended with much inconvenience, owing to the only heat in the cars being some straw laid on the floor, while to get to the lower part of the city, required a change of cars and about two hours' time.

The great thoroughfare of Harlem, 125th Street, at this time was lined with beautiful summer residences, while fine lines of trees bordered both sides of the street. It was suburban in every respect, and to drive through it was an inspiration to every lover of nature. Thus Harlem stood less than twenty years ago!

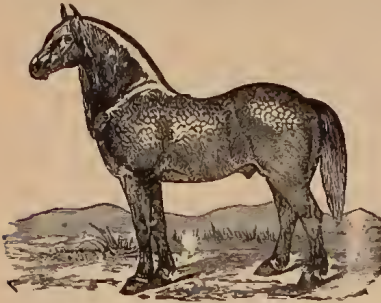
THOS. McMURRAY,  
Painter, Paper Hanger  
*And Interior Decorator.*

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WILLIAM J. STEEL,

MANUFACTURER OF



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Railings.

Wire Fences,  
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Wire Desk  
Railings.

Wire Cloth,

Flower  
Trainers.

Wire Counter Railings, Wire Guards for Windows, Nursery  
Guards for Windows, Gravel, Sand & White Mortar Screens.

Orders by Mail Promptly Attended to





Young Men's Christian Association, Harlem Branch.

## ❁ HARLEM—PRESENT ❁

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With the development of the elevated railroads in New York, and the stretching out of the business interests in the lower part of the city, the residents were forced Northward, and immediately the superior advantages of Harlem as a residential section began to assert itself. Hills were levelled, hollows filled up, the farms disappeared as if by magic, while in their places sprung up long rows of houses, to be occupied as soon as completed.

Street after street was filled up with them, Harlem itself keeping pace with the new order of things by building toward the city and erecting brick and stone mansions in place of the former wooden ones.

Year after year this work kept going on, until Harlem as a suburb had lost its glory, and instead it earned for itself the location of fine mansions, the superior of which cannot be found in the world.

The city of New York early recognizing the importance of this district for a place of residence, has been prodigal in its expenditures of money for the beautifying of it, until now Harlem is possessed of a number of vast public improvements, any one of which in other cities would be its pride and boast. The Riverside Drive, the Boulevard, Morningside Park, Washington Bridge with its magnificent roadway; The Croton Aqueduct or High Bridge in the near distance, while

its broad streets and fine avenues are the pride of the Metropolis.

The Broadway of the place, 125th Street, is truly broad, and its buildings and shops compare favorably with those of any city on this continent.

What avenue down town can compare with Lenox Avenue, with its broad roadway and strips of green lawn with shade trees on each side? This superb avenue is twice as broad as Sixth avenue, of which it is the continuation, and is lined with handsome private residences, churches and clubs.

Seventh avenue, or the Boulevard, is another avenue equally handsome, broad and ornamented with grass plots and trees and handsome buildings, residences and shops. Fifth Avenue is as aristocratic up here as it is down town, if not more so, for there are few shops.

Harlem as a city is complete in every respect, with shops, hotels, restaurants, theatres, clubs, churches, schools and everything necessary for the making of a city.

For the benefit of new residents or those intending to become such, we give below a list of the public places for reference.

## **PUBLIC BUILDINGS.**

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New Court House ; 121st Street and Sylvan Place.

Young Men's Christian Association ; 7 East 125th Street.

Harlem Library ; Lenox Avenue and 123rd Street.

**BANKS.**

Hamilton Bank ; 215 West 125th Street.

Harlem Savings Bank ; 2281 Third Avenue.

Harlem River Bank ; 2007 Third Avenue.

Mt. Morris Bank ; Park Avenue and 125th Street.

Twelfth Ward Bank : Lexington Avenue and 125th Street.

Twelfth Ward Savings Bank ; 217 West 125th Street.

**AMUSEMENTS.**

Hammerstein's Harlem Opera House ; West 125th Street, near Seventh Avenue.

Columbus Theatre ; East 125th Street near Park Avenue.

Olympic Theatre ; Third Avenue between 129th and 130th Streets.

**CLUBS.**

Alpha ; 1991 Lexington Avenue.

Columbus ; Fifth Avenue and 127th Street.

Harlem ; Lenox Avenue and 123rd Street.

Harlem Democratic ; 15 East 125th Street.

Harlem Republican ; 145-7 West 125th Street.

Harlem Wheelmen ; 11 West 124th Street.

Harlem Yacht ; foot of East 121st Street.

Hamilton Republican ; 211 West 130th Street.

Independence ; Lenox Avenue and 127th Street.

Minqua ; Columbus Avenue and 126th Street.

Riverside ; 70 West 104th Street.

Riverside Wheelmen ; 232 West 104th Street.

Sagamore ; 21 West 124th Street.

Stuyvesant Democratic ; 176 East 106th Street.

Washington Heights Republican ; Amsterdam Avenue and 152nd Street.

## CHURCHES.

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### Methodist Episcopal.

Bethany Chapel; 123rd Street, near First Avenue.

Calvary; Seventh Avenue and 129th Street.

Church of the Savior; 109th Street and Madison Avenue.

Grace; West 104th Street, between Columbus and Amsterdam Avenues.

St. James', Madison Avenue, corner East 126th Street.

Trinity; 118th Street, between First and Second Avenues.

Washington Heights; Washington Avenue, corner West 153rd Street.

### Miscellaneous.

People's Church and Harlem Mission; 2418 Second Avenue.

### Presbyterian.

Calvary; West 116th Street, between Fifth and Lenox Avenues.

East Harlem; 116th Street, between Second and Third Avenues.

Harlem; 125th Street, near Madison Avenue.

Lenox; West 139th Street, near 8th Avenue.

Mt. Tabor; Third Avenue, corner 101st Street.

New York; Seventh Avenue and 128th Street.

Puritans; 130th Street, between Fifth and Sixth Avenues.

Washington Heights; Amsterdam Avenue and 155th Street.

# The Balmoral,

Lenox Ave. and 114th St.

(ENTIRE BLOCK)



IS one of the most convenient and elegant hotels on the apartment plan to be found in New York. All its accommodations are strictly first-class, and its lighting, ventilation and sanitary arrangements are unsurpassed. It is located in the most desirable part of the city, is accessible by four different lines of railway, and has coaches running to and from the Sixth Avenue Elevated Railroad, 116th Street station. It is close to three of the most beautiful city parks. It overlooks Morningside Park, is but three blocks from Central Park, and has Mount Morris Park near by.

The Balmoral contains 50 suites of two, three, four and five rooms, each with separate private hall and bath-room. Broad, spacious halls, extending through the building, afford the best ventilation. An elevator runs to all floors. It has the latest and most approved fire alarm system, one touch ringing all the bells in the hotel. The house has an electric light plant, and has its steam laundry and drying-room. It has a complete system of oral communication between apartments, servants' call, watchman's clock, etc. The house is fitted with mail chutes, and it has a fire and burglar-proof safe for all articles of value.

All the interior fittings of the Balmoral are of the choicest description. The ladies' entrance is finished in Numidian marble wainscoting, and the office in Mycenaean marble, the walls and ceiling being in solid relief and the floor Mosaic.

The Balmoral is a family hotel, and no house in the city furnishes more of the elegancies and comforts of home, or is more perfect in its accommodations.

Full particulars as to rates, etc., will be given on application.

**McDOWELL & BOGGS,**

*Proprietors.*



Balmoral Hotel, Leox Avenue and 114 A. A. C. C.

## CHURCHES.—Continued.

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West End; 105th Street and Amsterdam Avenue.

### Protestant Episcopal.

Archangel; St. Nicholas Avenue and 118th Street.

Emmanuel; 112th Street between First and Second Avenues.

Grace; 116th Street between Second and Third Avenues.

Holy Nativity; 136th Street near Seventh Avenue.

Holy Trinity; Lenox Avenue and 122nd Street.

Intercession; Grand Boulevard and 158th Street.

St. Agnes' Chapel; Columbus Avenue and 92nd Street.

St. Andrew's; Fifth Avenue and 128th Street.

St. Edward the Martyr; Fifth Avenue and 109th Street.

St. Luke's Chapel; Convent Avenue and 141st Street.

St. Mary's; Lawrence Street, between Amsterdam Avenue and Broadway.

St. Michael's; Amsterdam Avenue and 99th Street.

### Reformed Church of America.

First Harlem Collegiate; 121st Street, between Lexington and Third Avenues.

Hamilton Grange Reformed; 145th Street, near St. Nicholas Avenue.

Second Harlem Collegiate: 123rd Street and Lenox Avenue.

### Reformed Presbyterian.

First Reformed; 119th Street, between Fifth and Lenox Avenue.



### **Roman Catholic.**

All Saints'; 129th Street and Park Avenue.

Annunciation; 131st Street and Old Broadway (Manhattanville).

Holy Name; 96th Street and Amsterdam Avenue.

Holy Rosary; 119th Street, near Pleasant Avenue.

Our Lady of Mt. Carmel; 115th Street, near Pleasant Avenue.

Our Lady Queen of Angels (German); 113th Street, between Second and Third Avenues.

St. Catherine's of Genoa; 153rd Street and Amsterdam Avenue.

St. Cecilia's; 106th Street, between Lexington and Park Avenue.

St. Charles Borromeo; 142nd Street, between Seventh and Eighth Avenues.

St. Elizabeth's; between 187th and 188th Street, on Kingsbridge Road.

St. Joseph's; 125th Street and Columbus Avenue.

St. Paul's; 117th Street, near Park Avenue.

St. Thomas the Apostle; 118th Street and St. Nicholas Avenue.

### **Swedish.**

St. Bartholomei Kyrkar; 127th Street, near Lexington Avenue.

### **Unitarian.**

Lenox Avenue Unitarian; 121st Street and Lenox Avenue.

### **United Presbyterian.**

Harlem United Presbyterian; 119th Street and Second Avenue.

**MAINHART & LOWE, Real Estate, No. 2085 Seventh Avenue (near 125th Street).**

An old establishment and representative house in the Real Estate business is that of Messrs. Mainhart & Lowe. The business was founded in 1846 by George Coddling. Subsequently the style was George Coddling & Son, and they were succeeded by the present firm in 1887. The business comprises the appraisal, purchase, sale and exchange of Real Estate; loaning of money on bond and mortgage, the management of estates, effecting insurance, etc. Among the clientage of the firm are such men as ex-Mayor Daniel F. Tiemann, Orlando B. Potter, Frederick Beck, of wall paper fame, Chas. E. Runk, Henry Morganthau, Moses Goldsmith, Peter C. Tiemann, William H. Russell, C. R. Clark, F. K. Keller, Frank Tilford, Gustave Sid-



**F. E. MAINHART.**

enberg, J. Alex. Beale, Estate of J. V. Chalfin and the other heavy Real Estate operators and investors. The members of the firm, Messrs. F. E. Mainhart and Wm. R. Lowe, are young men who have gained the confidence of their clients by adhering strictly to the Real Estate interests intrusted to their care.

This firm has been so successful with their many operations that their judgment in Real Estate is frequently sought by some of the largest investors and operators in the city of New York.



**W. R. LOWE.**



St. John's Cathedral.

**Baptist.**

Carmel Baptist; 123rd Street, between Second and Third Avenues.

Church of the Redeemer; 131st Street, between Lenox and Seventh Avenues.

First German Baptist Church of Harlem; 118th Street, near Third Avenue.

Grace; 92nd Street near Lexington Avenue.

Hope; 104th Street and Boulevard.

Lexington Avenue Baptist; 111th Street and Lexington Avenue.

Mount Gilead; 126th Street, between Park and Lexington Avenues.

Mount Morris; Fifth Avenue, between 126th and 127th Streets.

Riverside Baptist; 92nd Street and Amsterdam Avenue.

**Congregational.**

Pilgrim; corner 121st Street and Madison Avenue.

**Disciples of Christ.**

Lenox Avenue Union; Lenox Avenue and 127th Street.

**Lutheran.**

Blinn Memorial; 103rd Street and Lexington Avenue.

Church of the Epiphany; 128th Street near Park Avenue.

Inmann-el; 88th Street and Lexington Avenue.

German Evangelical Lutheran Mission of St. Paul's Church; 156th Street and Amsterdam Avenue.

St. John's (German); 119th Street, between Second and Third Avenues.

St. Paul's; 149 West 123rd Street.

Trinity Evangelical Lutheran (German); 100th Street and Amsterdam Avenue.

#### Evangelical.

First German; 110th Street, between Second and Third Avenues.

Swedish Evangelical; 119th Street and Second Avenue.

#### Hebrew.

Beth Israel Emmanuel; 108th Street, near Third Avenue.

Beth Tefila; 106th Street, near Third Avenue.

Moses Montifiore; 112th Street, between Third and Lexington Avenues.

Mount Zion; 113th Street, between Park and Lexington Avenues.

Nochlat Zoy; 114th Street near Third Avenue.

Temple Israel; 125th Street and Fifth Avenue.

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### BRIDGES.

The **Washington Bridge** across the Harlem River from 181st Street connects Washington Heights and the Annexed District, two sections of the city that will in a few years be ranked among its most popular residence quarters. The bridge was completed in 1889, and cost nearly \$2,700,000. It is a massive structure of granite approaches and piers and iron and steel spans; and it is much admired for the beauty of its proportions and lines, as well as for its grandeur and substantial character. Its total length, including the span of the bridge proper across the river and the New York Central Railroad and the New York and Northern tracks on the east bank, the masonry approaches and the arched granite passages, is 2,384 feet. The two central spans are of steel, and describe beautiful parabolic curves. They are each 510 feet long, and in the center

W. H. HUNT'S STEAM CARPET CLEANING CO. AND STORAGE WAREHOUSES,  
 301 and 303 West 125th Street,  
 (N. W. CORNER EIGHTH AVENUE.)



Furniture and Pianos Removed, City or Country, by Experienced Men. First Class Vans only.

Rooms \$1 Up. Trunks 25c. Per Month. Carpets Taken Up Cleaned and Laid.

**WM. H. HUNT, Proprietor.**

Formerly Owner of the Storage Warehouses, Express and Van Company, Eighth Avenue and 124th Street.



High Bridge, 175th Street.

135 feet above high-water mark. Their construction was notable in that it successfully tested a new device in engineering. The arches were made and placed in position by sections. One section was firmly anchored in the abutment, and then the next section was sent out on travellers, to be fastened to the extremity of the first, and so on, until the entire space was spanned, when the arches were keyed in the center as stone arches are. With a roadway fifty feet wide and two pathways each fifteen feet wide, there is abundant accommodation for travel. There are heavy granite parapets, pierced with loop-holes, polished buttresses, artistic bronze lamp posts, and many semi-circular niches in the parapet, with low granite steps or seats. The view from the bridge is superb, taking in the Harlem River, the city farther in the distance, the wide sweep of the Annexed District, even as far as Long Island Sound, Fort George, Spuyten Duyvel, Kingsbridge and the surrounding country.

**High Bridge** spans the Harlem River at 175th Street and Tenth Avenue. It was built to carry the old Croton Aqueduct across the river at that point, and is 1,460 feet long, from bluff to bluff. Arches resting upon thirteen solid granite piers support the structure. Large cast-iron pipes enclosed in brick masonry convey the water across the bridge. The structure is not provided with a carriage-way, but there is a wide walk for foot-passengers, who are numerous in summer-time, attracted by the beautiful view, and the enjoyment of the park and picnic-grounds at each terminus, and the open country at the eastern end. On Manhattan Island the water-pipes terminate in the pretty High-Bridge Park, where there is a reservoir, a lofty stand-pipe, a



gate-house and other appurtenances of an important water-station.

**The McComb's Dam Bridge** (or Central Bridge), an old wooden draw-bridge, has long existed across the Harlem at the northern terminus of Seventh Avenue. A new bridge with approaches is now building to take the place of the old one, and this will be, when completed, one of the greatest works of the kind in the world. It will consist of a viaduct, a bridge and steel approaches. The viaduct on the west side of the Harlem has been completed. It is in effect an extension of 155th Street from the ridge of Washington Heights on a gentle decline to the river; an ornate steel structure 60 feet wide, and 1,602 feet long, with a drive-way and two sidewalks. At the Washington Heights abutment it is 65 feet above the ground, and it crosses above the elevated railroad at Eighth Avenue, with which connection is made by stairways. The bridge will be 731 feet long, and 32 feet above high water. It consists of an immense swing span, or draw, 400 feet long, resting upon a cylindrical pivot-pier in mid-river; and four fixed spans at the ends. The terminal piers are of masonry, and there are ornamental copings and watch towers. Two approaches, 50 feet wide, have been arranged at the east end of the bridge. They will consist of steel lattice spans resting upon masonry piers, carrying roadway and sidewalks 50 feet wide, one approach being 350 feet, and the other 1,740 feet long. The total cost of this pontifical improvement will be over \$2,000,000. The Department of Public Works has built the viaduct, and the Department of Parks has charge of the construction of the bridge and its approaches.

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PROPRIETOR.

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Hotel Winthrop, 7th Avenue, 124th to 125th Streets.  
C. W. BIRD, Proprietor. Family Hotel.

The New York Central & Hudson River Railroad Bridge crosses the Harlem at Park Avenue and 134th Street, a great draw-bridge over which come all trains from New England and Northern New York that enter the Grand Central Station. Work has begun upon a new bridge at this point. It will be a draw-bridge of iron and steel, elevated 24 feet above high-water mark, and it will cost about \$500,000. In connection with the bridge, elevated approaches will be constructed, to supersede the present Park-Avenue viaduct for about a mile south of the river, to 106th Street. The approaches will cost about \$500,000.

Other Harlem bridges include one at Second Avenue, an iron railway draw-bridge, with a foot-way, mainly for the trains of the Suburban Transit and the New York, New Haven & Hartford Railroad. At Third Avenue there is an iron draw-bridge for public travel, known as Harlem Bridge. At Madison Avenue is an iron draw-bridge for general traffic. At Eighth Avenue is the iron railroad bridge of the New York & Northern Railroad, by which connection is made with the elevated railroad system of the city proper. At Dyckman Street is an old wooden foot-bridge, that, from time out of mind, has connected Washington Heights with Fordham. At 224th Street, on the plain above Fort George, is the Farmers' Bridge, an antique structure, the name of which sufficiently indicates its purpose. At the junction of the Harlem River and Spuyten Duyvil Creek, where Kingsbridge Road crosses the water, there is another old bridge. The United States Government is deepening the creek into a ship canal, and the old bridge is soon to be torn down and a new structure that will not interfere with navigation will take its

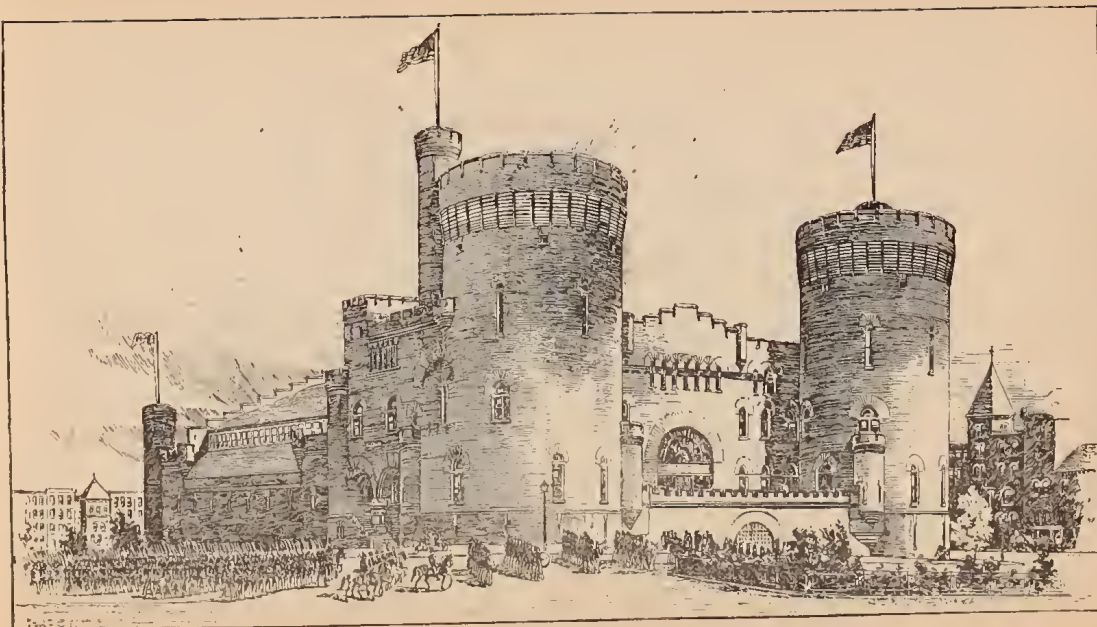


Montana Apartment House.  
Mount Morris Avenue and 124th Street

place. Where Spuyten Duyvil Creek empties into the Hudson there is a draw-bridge for the New York Central & Hudson River Railroad.

## EIGHTH REGIMENT ARMORY.

The Eighth Regiment Armory occupies nearly an entire block, between Park and Madison Avenues and 94th and 95th Streets. The front of the building is a wide gable, deeply recessed between two great towers, 50 feet in diameter and 125 feet high. The lower story between the towers is occupied by a terrace, the front wall of which is pierced by an entrance leading directly to the main drill-hall. In the sub basement is the rifle range, with six targets; and in the terrace basement is a squad drill-room. In the 94th Street tower the first story is fitted up as a reception room; and in the corresponding room of the 95th Street tower is the Board of Officers' room. In the same story, in the gable, are the library, reading-room and officers' quarters, substantially furnished. The companies have the entire second floor of the building. Here are ten meeting-rooms, measuring about 23 by 33 feet and 18 feet high plainly furnished with desks and chairs. On the third floor are 12 rooms, besides the quarters for the band and drum-corps. The fourth floor in the 94th Street tower has been fitted up as a gymnasium; and in the 95th Street tower on the same floor is the regimental club-room. The block upon which this armory stands measures 61,430 square feet, but this includes an unoccupied space on Madison Avenue. The total cost of the land was \$350,000 and of the building \$330,000.



Eighth Regiment Armory, Park and Madison Avenues and 94th and 95th Street.



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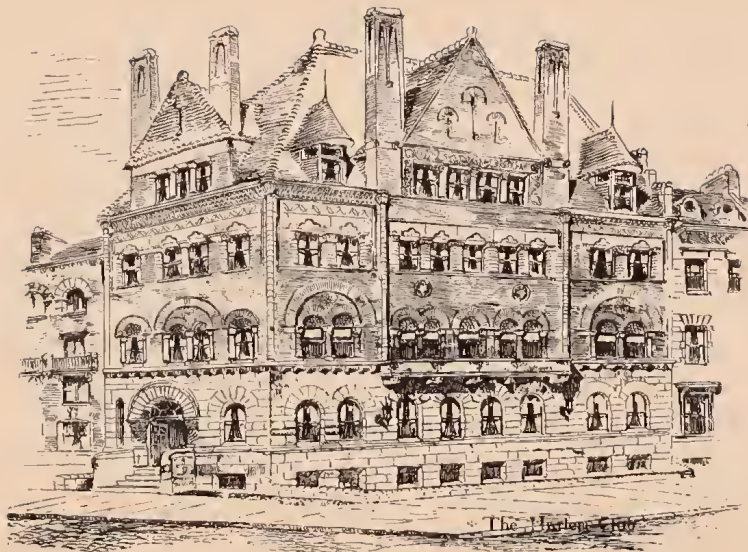
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Clark, T. L.; 249 W. 124th Street.  
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Coates, Mrs. Margaret ; 415 East 113th Street.  
Dean, William E.; 139-43 West 125th Street.

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Marren, Jas. P.; 2329 First Avenue.

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Trueman, C.; 60 West 133rd Street.

Wynn Bros.; 302 West 124th Street.

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## PARKS.

---

**Riverside Park** along the east bank of the Hudson River, runs from 72d Street to 130th Street, and contains an area of about 180 acres. The part furthest from the river is called "Riverside Drive," and is laid out in beautiful lawns and walks.

The Drive is fast becoming lined with the mansions of the wealthy, these commanding a magnificent view of the Hudson and the New Jersey shore.

The strip of land to the west of the Park (now unimproved) it is proposed to also include in the Park limits, building bridges over the tracks of the New York Central & Hudson River Railroad to connect the water front section with the present one. When this is completed, the Park and Drive will be superior to any in the world.

**Morningside Park** is a piece of land running north from 110th Street west of 8th Avenue, its length being about half a mile and width about 600 feet.

The Park runs along the slope of Bloomingdale Heights, and overlooks Central Park and Harlem. The land being pretty high, with a great bluff, is beautifully laid out, with a granite wall, projecting bastions and broad stairways.

**Mount Morris Park** runs from 120th to 124th Street on Fifth Avenue and takes in a total area of about twenty acres. It is one of the city's smaller parks, containing a high hill from the top of which an extensive view of Harlem is obtained. It has been beautified by the expenditure of much money, while shady paths and other artificial adornments make it one of the prettiest breathing spots in the metropolis.

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This gentlemen has been in New York upwards of thirty-eight years, twelve of which he has now spent in Harlem, and many of the fine buildings in that part of the city have been designed by him and especially some of the rows of modern apartment houses and flats, fitted with the latest improvements for the comfort of families.

The beautiful church on the North-east corner of One Hundred and Twenty-eight Street and Seventh Avenue, known as the New York Presbyterian Church, was designed and its entire construction superintended by him. This is acknowledged to be one of the most commodious church edifices in the upper part of the city, and reflects great credit on the locality and the designer.

On the opposite page is an illustration of one of the largest enterprises undertaken in Harlem, this being a splendid row of nine flats on the South-east corner of St. Nicholas Avenue and One Hundred and Nineteenth Street.

This row covers a plot of over 43,000 square feet, or over seventeen city lots, and was designed by Mr. Davis, the cost being \$600,000. Many similar rows have been designed by this gentleman.



Southeast Corner of St. Nicholas Avenue and One Hundred and Nineteenth Street.

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**Hamilton Hotel**, 125th Street and Eighth Avenue.  
**Hotel Maling**, 250 West 125th Street.  
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**Eisleben**, 293 Lenox Avenue.  
**Elliott**, 286 St. Nicholas Avenue.  
**Empire City**, 127 East 125th Street.  
**Eyrie**, 26 East 116th Street.

Fanita, 348 Lenox Avenue.  
Greenwich, 174 West 105th Street.  
Grenoble, 2137 Seventh Avenue.  
Greylock, 2048 Seventh Avenue.  
Haberman, 1919 Seventh Avenue.  
Hanneton, 126 West 129th Street.  
Hazlehurst, 1 West 104th Street.  
Ivanhoe, 58 West 129th Street.  
Jefferson, 277-9 West 127th Street.  
La Vera, 142 West 129th Street.  
Lenox, 81 West 127th Street.  
Lenox, 241 West 135th Street.  
Lester, 429 St. Nicholas Avenue.  
Lotta, 1965 Seventh Avenue.  
Marcella, 2013 Fifth Avenue.  
Massasoit, 120 West 129th Street.  
Montana, 2283 Seventh Avenue.  
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Norwood, 201 West 128th Street.  
Oakhurst, 2139 Seventh Avenue.  
Osceola, 260 West 129th Street.  
Raceland, 200 West 130th Street.  
Roanoke, 288 St. Nicholas Avenue.  
St. James, 2194 Seventh Avenue.  
St. Nicholas, 488 St. Nicholas Avenue.  
Shelton, 172 West 130th Street.  
Sinclair, 265 West 129th Street.  
Somerset, 2150 Seventh Avenue.  
Snmner, 284 St. Nicholas Avenue.  
Snsquehanna, 70 West 128th Street.  
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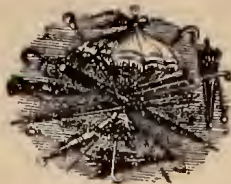
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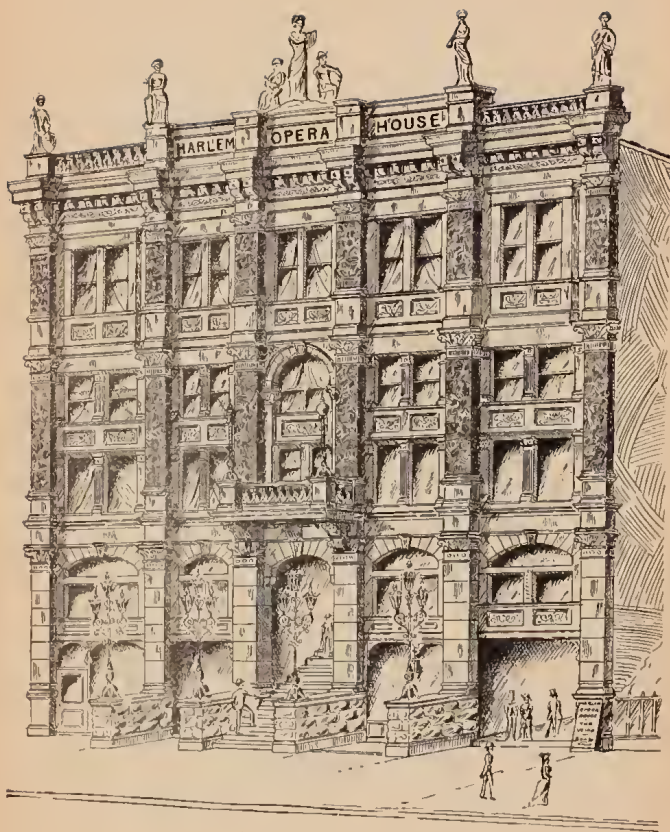
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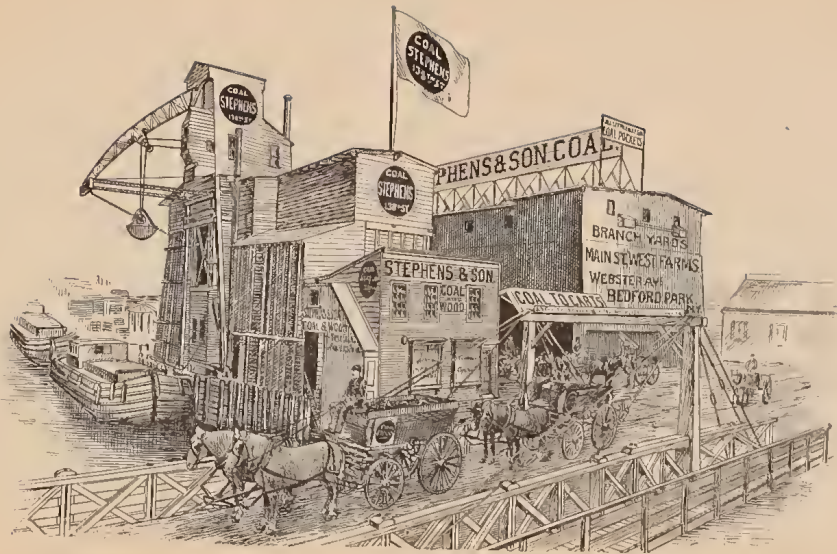
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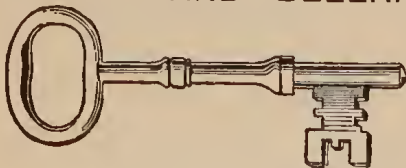
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NEW YORK.

*Special Attention given to prompt delivery of orders.*



Lenox Avenue, South from 125th Street.

# HARLEM—FUTURE.

---

Having given a brief mention of the various public improvements, banking institutions, clubs, educational institutions and such places which are the pride of any city, and having seen by a glance over this imposing list, of the tremendous growth of Harlem in comparison with its early history, we will now turn to the future of this favored spot, and see if its vast growth is to be lessened, or whether it has in reality only started on a course which will ultimately place it at the head of any locality in the world as regards the magnificence of its public improvements.

Prodigal indeed is the city with its money when Harlem is concerned, and while it may seem a waste to a very few, it is a known fact that all the money thus spent is returned with interest to the city treasury, through increased taxes brought about by the raising of values of the lands adjoining these improvements. It is therefore money well spent.

The first of these public works to begin will be the Harlem River Speedway, which will, when completed sometime in the Summer of 1895, be a magnificent drive from the upper end of the new viaduct at its junction with One Hundred and Fifty-fifth street and St. Nicholas place to Dykman street, which runs at the foot of the Fort George bluff at One Hundred and Ninety-ninth street and Amsterdam avenue.

There will be \$629,916.10 spent on the first section of this work, which extends from the viaduct to High Bridge, a little more than one mile.



Some idea may be gathered of the extent of this work when it is understood that 142,000 cubic yards of earth and stone will have to be excavated from the west side of the course of the speedway, and it will require 215,000 cubic yards of filling to build the road over the place where now the little bays and gulfs indent the rugged shore of the Harlem waterway, for the speedway will be built mainly upon lands now under water at high tide and ceded to the city by the Federal Government.

The dredgers must clean out 190,000 cubic yards of rejected stuff from the bottom of the river, and 2,300 cubic yards of rock must be taken out of the river bed, below mean low water, at depths of from four to twenty-seven feet.

There will 1,730,000 cubic feet of crib bulkhead to build and 60,000 lineal feet of piles to be driven in to make a firm foundation for this driveway, which, when both sections are completed, will be, perhaps, the longest "bridge" in America.

In the work 50,000 feet of timber and plank, board measure, will be used in the foundations of the finest pleasure drive in this country.

There will be 49,320 square yards of sandy loam roadway on a foundation of broken stone and cinders, including trap block pavement in the gutter, and there will be 123,500 square feet of rock asphalt pavement on rubble stone and Portland cement concrete foundations.

Work was commenced on Feb. 5, the contract allowing 375 working days in which to finish the job, or till April, 1895.

Mr. Leary's bid of \$629,916.10 was \$36,000 less than that of his nearest competitor for the speedway contract, and was more than \$300,000 less than the esti-

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Washington Bridge with Speedway as first proposed.

mated cost as figured out by Chief Engineer Kellogg and Landscape Engineer Vaux, of the Park Department, on whose plans and specifications the bids were based.

The delay on the work grew out of the contest over the question of whether there should be a sidewalk on but one side of the beautiful drive, or one on each side. The Park Commissioners wrangled over it till the Legislature, passed a law ordering that there be two sidewalks, and that the people on foot should not be deprived of their right of enjoying the water front. This amendment, provides that the entire width of the speedway shall be 170 instead of 150 feet, and that there shall be an inside walk, as well as a riverside promenade.

But, meantime, bids have been advertised for the construction of a speedway 150 feet wide and one sidewalk to be not less than 10 nor more than 30 feet wide. The bids had been received and opened. This complicated matters till Corporation Counsel Clark came to the rescue, and the contract was executed for the benefit of the working people.

The next thing to do will be to draw up plans and specifications for that outside walk, a broad and beautiful promenade on the edge of the river.

Plans for the second section of the Harlem Speedway, from High Bridge to Dykman Street, were approved by the Park Board February 14. This section is a mile and a half long, and its estimated cost is \$1,175,000. The cost of the first section was estimated at about \$1,000,000, but the bid of Contractor Leary was only \$619,000.

Secretary Burns was instructed to advertise for bids for the construction of the second section after the Cor-

poration Counsel approves the specifications.

The successful bidder must complete the work in 400 days, which is twenty-five days longer than Contractor Leary has to finish the first section. The first section is only a mile long.

The Government stands ready to cede the strip of land under water to the city for the purpose of the promenade, and there is no obstacle in the way of the construction of this great public work entire in the immediate future.

A wonderful transformation will begin along the Harlem River bluff when Daniel Leary and his men begin work.

Standing on the viaduct and looking toward High Bridge the eye scans a most picturesque scene. The west bank of the Harlem rises abruptly from the water's edge to a height of from 100 to 150 feet. The rocky, rugged bluff is studded with trees.

The shore is indented with little bays, and is almost as it was when Hendrik Hudson first set foot on Manhattan Island two centuries and more ago.

The speedway will lie at the foot of this bluff on foundations built in the bed of the river. It will be a straight course, except for the bolder curves of the river between the viaduct and High Bridge, which is itself but an aqueduct with a footpath on its roof.

The picturesque slope to the left of the broad driving course will not be disturbed in building the speedway, but after it is finished the landscape artists will take a hand in making it more beautiful and more artistic.

The entrance to the speedway will be at the western end of the viaduct, where St. Nicholas Place and Edgecombe Avenue bring their curved courses together at

H. J. APGAR.

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### REFERENCES.

Just Estate, 135th Street, & Eighth Avenue.

Wm. Haigh, Superintendent of Construction for the Equitable Life Assurance Society.

Mainhart & Lowe, 2085 Seventh Avenue.

M. M. McKee, 251 West 135th Street.

Henry Smith, 415 Lenox Avenue.

Jacob Schwarz, 171 East 113th Street.

Others on application.



New Speedway with Double Sidewalk.



One Hundred and Fifty-fifth Street. This point is 100 feet or more above the level of the river, which curves away towards the east a quarter of a mile above, leaving a place for Manhattan Field, the Polo Grounds and the engine and car trestles of the northern terminus of the Manhattan Elevated Railway.

The first work will be to take the speedway track down to the level by a gentle incline, which will reach its lowest point at the place where the river bends to the east.

From there the drive will be practically level along the river edge through the broad arches under High Bridge, passing on the river side of the piers of the magnificent Washington Bridge, and on up the river around the bluff at Fort George into the meadows adjoining Dykman street at that point.

From there the drive may go on to Kingsbridge road, and come back to the city by way of the famous old drive, or continue to Inwood, whence the broad Boulevard, now being constructed by the Washington Heights people, will provide a delightful return route to One Hundred and Fifty-fifth street.

Ultimately Bradhurst Avenue, which lies at the foot of the bluff south of the viaduct and is skirted by the new and present municipal Side Hill Park, will be extended so as to join the speedway when the St. Nicholas place approach reaches the level, thus affording another pleasant ride.

From the speedway the view across the river is very pretty, although the vision of the rural hillside of Morisania marred by the bridge structure of the New York and Northern Railway, a structure which may, however, be removed one of these days, as the Vander-



bilt interests have gained control of that little road and may find it more convenient to run New York and Northern trains into the Forty-second Street Depot.

There are some fine residences on the Morrisania hillside, and some pretty landscapes. But the river, always busy in Summer with the pleasure fleet of yachts, launches, picnic steamers and barges, gigs and shells, will be the prettiest scene for the eyes of those who ride on the 150 foot drive, or those who walk on the asphalted pavements at either side of the speedway.

---

## PARK AVENUE IMPROVEMENT.

This great undertaking, which was begun last Spring, was hardly under way before it was abruptly brought to a termination through legal complications, which have only just been brought to a close by the action of Comptroller Fitch.

At the very least estimate the work will take a year and a half more to complete, and when it is once fairly in progress, will undoubtedly give profitable employment to thousands of workingmen, including bricklayers, masons, iron workers, framers and laborers of every class before it is finished.

The estimated cost of the work is more than \$3,000,000, and that part of it which is already laid out between One Hundred and Sixth Street and the Harlem River will cost \$2,000,000. It is the latter portion which will be completed first, and the work upon which will be resumed at once, following the announcement of Comptroller Fitch that all litigation has been finally disposed of.

It involves the raising of the tracks of the New York

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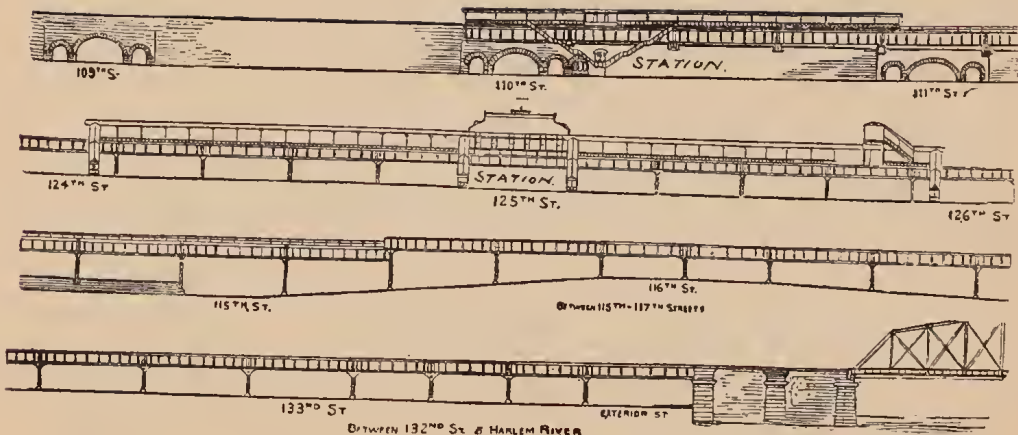
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Plans for Park Avenue Improvement.

Central and its allied railroads to the grade required by the law passed several years ago, and the proposed improvement begins at One Hundred and Sixth Street, extends over the Harlem River, across which a new railroad drawbridge is to be built, and continues beyond the east shore of the Harlem to One Hundred and Forty-seventh Street, where the tracks will again come down to the level of the streets.

This work is carried on under the supervision of the Commissioners of the Park Avenue Improvement, who are Charles W. Dayton, James H. Haslin, Walter Katte, George W. Birdsall and John Fox. Contracts for the preliminary part of the work were given out early last year.

The whole structure between One Hundred and Sixth Street, where the elevation begins, as far as the Harlem River, at One Hundred and Thirty-fourth Street, is divided into four sections of about equal length. The contract for the iron work of the elevated structure for sections 1, 2 and 4 was given to the Elmira Bridge Company, of Elmira, N. Y., and for section 3 to the New Jersey Iron and Steel Company, of Trenton, N. J.

The contract for the building of the Harlem drawbridge was given to the King Bridge Company, of Cleveland, O.

A great deal of masonry work, consisting principally of the laying of foundations for the columns of the elevated structure and for the raising of the walls of the stone viaduct between One Hundred and Sixth and One Hundred and Fifteenth Streets, where the iron trestle begins, must also be done.

Only one contract for a part of this work has yet been awarded, that of building the foundations for the

outside columns between One Hundred and Fifteenth Street and the Harlem River. The contractor is John G. Hopper, of Harlem, and this was the work which was under way when Banker Felice Loccie obtained his injunction last August, which brought operations to a sudden standstill, and has prevented anything from being done ever since.

Contractor Hopper began his work early last Spring, and had completed the double row of column foundations as far as One Hundred and Twenty-sixth Street, when he was compelled to lay off his men.

At the office of Mr. Hopper it was said that he was ready to commence work immediately, for it was of such a character that it could be done in Winter as well as in Summer.

Col. Walter Katte, who is the supervising engineer of the work and a member of the Commission, said that as soon as the foundations for the columns had been completed the work of erecting the structure would proceed at once.

As the preliminary work will be sufficiently advanced by the middle of March to warrant the putting up of the columns, the employment of a large number of framers and iron-workers will be necessary, besides a sufficient force of helpers and laborers for the putting up of the temporary trusses.

It is possible that this will be commenced sooner, but, at all events, the prospect is encouraging, and promises that work will be found in the near future for several hundred additional men in this great enterprise.

In fact, it is found that the labor in making the change of grade for the four tracks is much greater than was

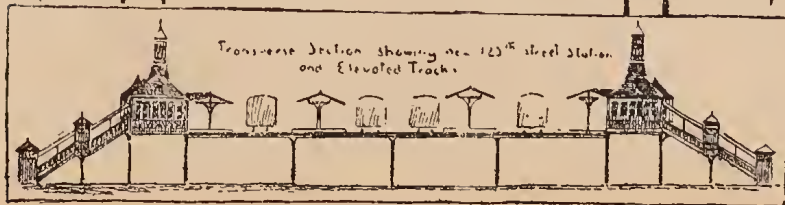
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125th Street and Park Avenue,  
NEW YORK CITY.



Park Avenue Improvement, 125th Street Station.

at first supposed, for it is not improbable that it will be necessary to go back as far as One Hundredth Street to make the first changes.

Another contract which will soon be given out is for the erection of the foundations for the central columns of the structure. These will be more massive than those at the sides, and will reach from the bottom of the present cut up to the level of the street.

They will be the main support of the structure when it is completed. Before this the trestle will have to be stiffened and braced by temporary trusses, the erection of which will involve a large amount of additional work. Eventually, however, the latter will be taken down, the central pillars erected and the cut filled up, making the street under the structure level all the way from One Hundred and Fifteenth Street up to the Harlem River.

All this space, which is now occupied by the cut, will then be opened to vehicles.

A large amount of masonry work will also have to be done on the viaduct below One Hundred and Fifteenth Street to bring it up to the required grade after leaving the tunnel. The contract for this part of the work has not yet been awarded, but will be, it is reported within a few weeks. Had not the preliminary work been stopped last Summer this would undoubtedly be well under way at the present time.

At One Hundred and Tenth Street a very handsome depot will be erected at the expense of the Railroad Company, the city not sharing in the expense of this structure. It is the intention to make this a handsome building of artistic and elaborate design, and several stories in height. It will be of brick and stone.



The plans have not yet been completed, and it will probably be several months yet before any work can be begun upon it.

One of the most expensive portions of the improved structure will be the new four-track drawbridge across the Harlem at the end of Park Avenue. The plans for this bridge are all complete and the contract for building has been awarded, as already stated, to a Cleveland, O., company. It will cost nearly three-quarters of a million dollars.

Heavy approaches of solid masonry will be built at either side of the river with deep foundations,, and a central circular pier will be erected in the middle of stream, upon which the bridge will swing.

The construction of a four-track draw is no easy matter, and, when completed, this bridge will be a model of engineering skill. The enormous weight of the draw must be perfectly balanced, as the deviation of half an inch in the level of the tracks would bring disastrous results. A great deal depends upon the solidity of the pier upon which it rests. Some difficulty was encountered in devising a foundation for the pier, but it was finally decided to sink masonry piers in the river bed until a firm rock bottom had been reached.

To what depth it will be necessary to go in order to secure such a foundation will not be accurately known until the work is begun. The bearing surface of the draw will have a diameter of 73 feet and the bridge will move upon a series of wheels. It will thus be seen that it is practically ball-bearing, and its final adjustment will be an extremely delicate operation.

Beyond the Harlem the work has been laid out, but no contracts, except for the iron and steel work for the structure have yet been awarded.

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It may be mentioned here that there will be a station at One Hundred and Twenty-fifth Street, also to be erected at the expense of the Railroad Company. But this will be a small affair as compared with the one at One Hundred and Tenth Street, and will resemble more the better class of stations on the Elevated Railroads, although it will be considerably larger, with long platforms and accommodations for handling a much larger number of passengers than is afforded by any of the "L" stations.

The engineer's estimates of the cost of the work below the Harlem River show the total of \$2,000,000.

Of this amount the city's share of the expense is limited to \$750,000, so that the Railroad Company will have to pay \$1,250,000 for the work done below the Harlem, in addition to the cost of the stations at One Hundred and Tenth and One Hundred and Twenty-fifth Streets.

This, together with the cost of the bridge and the extension of the structure beyond the Harlem River to the point where the tracks will reach the street level again, will foot up an expense to the Railroad Company of fully \$2,500,000.

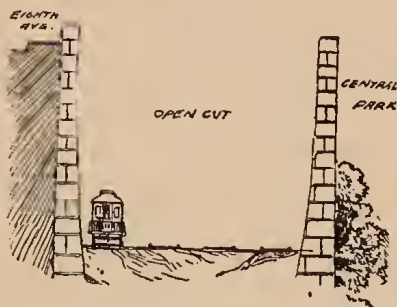
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Mr. Geo. P. H. McVay, Editor of the Uptown Press was one of the first, most earnest and effective advocates before the New York Legislature and elsewhere of the Park Avenue Improvement illustrated in these pages.—[ED.]

## THE RAPID TRANSIT QUESTION.

Banker R. T. Wilson's proposition to construct an underground system of rapid transit lines, provided he could secure a constitutional amendment and have the benefit of the city's credit, has received close attention from the Rapid Transit Commissioners.

Its route is underground from the Battery (under Broadway) to Fifty-ninth Street, with a double-decked system; open cut from Fifty-ninth or Sixtieth Street to One Hundred and Tenth Street (similar to the present



Open Cut in Central Park.

depressed roads traversing Central Park). This open cut to be depressed and alongside of Eighth Avenue, but in the Park and only seventy-five feet wide; elevated from Central Park and One Hundred and Tenth Street one block to the west side of Morningside Park; underground under Morningside Avenue from One Hundred and Tenth Street to Manhattan Avenue, just west of the wall on the west side of Morningside Park (this wall could be pierced with oval openings); elevated over Manhattan Avenue to near the Hudson

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Plan for Underground Railway.

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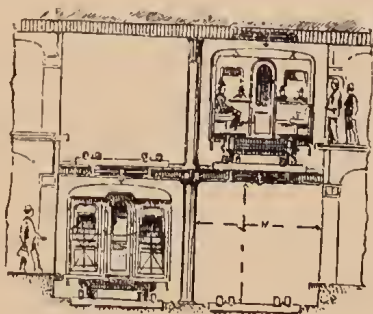


River; then turning north until higher land is reached; surface from about One Hundred and Thirty-fifth Street out to the Harlem River (the level of the tracks to be half way between the level of the Hudson River and Washinton Heights).

Among the advantages of this route the author claims :—

No property damages.

Solid foundations for tracks; trains could run fifty miles an hour.



Proposed Double Deck Tunnel for Underground Road.

Two-thirds of line in open air and daylight.

The least expensive route to build.

Would add greatly to the value of Eighth Avenue property and its taxable return to the city.

The expenses of such a route would be so small that the city might easily build the road itself.

Rapid transit at once, as no property owners would have to be consulted and their permission obtained.

The lower two-thirds of the route, from Morningside Park south, now belongs to the city.

The objection is that this route would take seventy-five feet of the extreme Western portion of Central Park, but the proposer states that this seventy-five feet is not now used in any way, and is such a small matter that it would be impossible to notice whether the Western wall of Central Park was seventy-five feet further east or not.

The railroad and open cut, he claims, would be entirely hidden from those using the Park.

### EX-MAYOR HEWITT'S PLAN.

At the regular meeting of the Chamber of Commerce, early in March, ex-Mayor Hewitt offered the following amendments to the resolution of that Committee, and practically embodying the new views of the Committee on the subject.

Resolved, That in the judgment of the Chamber of Commerce, additional rapid transit facilities are so necessary to the growth and prosperity of the city of New York that the use of its credit would be justifiable, in case it is not found possible, after careful investigation and liberal concession in regard to taxation and right of way, to secure the construction of a proper system of rapid transit by private enterprise.

Resolved, That in case the credit of the city is used, the ownership of the rapid-transit system should be vested in the city, but its construction and operation should be entrusted to such responsible corporation now existing, or hereafter to be formed, as may, in addition to the interest on the city bonds, pay the largest annual rental, such excess to be used as a sinking fund to retire the bonds of the city, and when the bonds are so retired, the lease to be terminated.

Resolved, That thereafter the lease should be sold to the highest bidder, upon such terms as may be prescribed by the city authorities for periods not exceeding thirty years, in the same general manner as the ferries are now sold, with the stipulation that the successful bidder shall purchase from the previous lessee the rolling stock and other personal property at its fair valuation, to be determined upon by arbitration.

Resolved, That proper safeguards and conditions ought to be provided by appropriate legislation in reference to the issue of the city bonds and the construction and operation of the rapid transit system under the general supervision of a Board of Engineers so as to secure economy of cost and adequate accommodations for public use, and that the Committee be continued, with power to add to their number, to confer and cooperate with the authorities of the city in reference to the general plan of the needed legislation.

Mr. Hewitt supported these resolutions in a long speech, in which he discussed the whole subject of rapid transit.

Mr. R. T. Wilson has practically withdrawn his own scheme by acquiescing in the indorsement of Mr. Hewitt's by the Chamber of Commerce.

It is said to be for Mr. Hewitt's plan that it is eminently practical and businesslike. The road is provided for is to be built under the direction of the persons or corporation that will subsequently lease it. Under these circumstances the cost of construction will be made as low as possible, because the rent will be based on cost. The city cannot, as has been suggested, lend its credit to the corporation for this purpose without a constitutional amendment.

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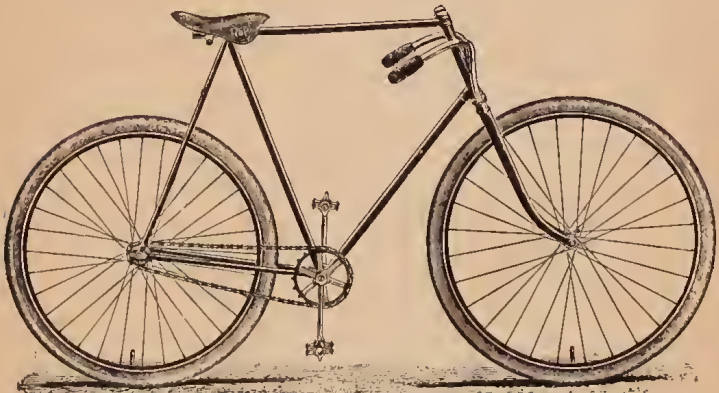
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